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25X1

SUPPLEMENT TO REPORT NO.

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1. The Warnow-Werft (Warnow Shipyard) in Warnemuende was equipped for both ship repair work and the construction of new seagoing ships. The manager of the shipyard was Eng. Erich Druf; his deputy was Eng. Karl Lettow. The managing engineer was Dipl. Ing. Rudi Geist; the chief technologist was Eng. Techen (fnu); the latter's deputy was Eng. Prause (fnu). The administrative manager was chief bookkeeper Hermann Ehlers, whose deputy was Erich Schlimm; the commercial manager was Kroeplin (fnu).[1] The labor force of the shipyard numbered about 8,500 employees.

2. The shipyard consisted of the following 10 sections:

Section	Section Chief	Location
Steel ship building	Schoop (fnu)	New shipbuilding shop
Shipbuilding forge	Feistel (fnu)	Shops I and II
Storehouse	Oldenburg (fnu)	Shop III
Machine shop	Nabel (fnu)	Shop IV
Tinsmith's shop	Rogge (fnu)	Shop XX
Joiner's shop	unidentified	Shop XXI
Carpenter's shop	unidentified	Carpenter's shop
Transportation section	unidentified	unidentified
General technical section	Kowitz (fnu)	Shop VIII
Investment section	Koehler (fnu)	Administration

503

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25X1

3. The new shipbuilding shop, 100x200 meters, allegedly the largest of its kind in Europe, was 50 percent complete in September 1952. Machinery and other devices were installed in September.[2] The mold loft above the new shipbuilding shop was 125 meters long.

4. In mid-September 1952, the first, second, third and fourth shipways were completed 100, 95, 60 and 40 percent respectively. The outfitting shop 109 was 100 percent complete, outfitting shops 105 and 106 were 95 percent complete and outfitting shops 101 through 104 were still under construction. The newly erected building of the large canteen house was 85 percent completed. The construction of transformer station 2 was completed on 16 September. A cable crane installation, 49 meters high, was under construction. The total investment capital of the shipyard amounted to 36 million eastmarks.

5. A type-IV experimental section for a type-IV freighter which had been under construction on the first slipway, was removed from the slipway because of lack of material and was stored in workshop bay B near, and west of, the slipway.[3] The floats of the first slipway were removed up to the middle to make possible the laying of keels of 65-meter passenger ships. The shipyard was to build a total of 38 passenger vessels, each 65 meters long, for use on the Volga River in the U.S.S.R. It was planned simultaneously to lay three ships on each slipway. The first series of six vessels was scheduled to be completed by February or March 1953. The first ship of the series was to be afloat by 21 December 1952. Laths and patterns for this type of vessels were constructed in the new mold loft. The material which was to come from the U.S.S.R. was still unavailable in mid-September.

6. The shipyard planned to build a 1,500-ton freighter, a 500-ton freighter, and a training ship for the U.S.S.R. in 1953.[4]

7. [redacted] 25X1

8. The sheet metal for the shipyard was supplied by rolling mills in Eisenburg, Thale im Harz, Riesa in Saxony and by rolling mills in the U.S.S.R. The sheet metal quota allotted for the construction of ships was 500 tons for July, August and September 1952. The actual supply was 10 percent of this quota until 16 September.[6] The plates received differed very much in thickness; for example, some of the 7-mm plates ordered were only 6.6 millimeters thick. As the angle iron supply also was unsatisfactory, most of the angles were made from sheet metal by the shipyard. The supply of screws, bolts and rivets was absolutely insufficient. Washers were made in the shipyard.

1. [redacted] Shipyard manager Erich Druf and his deputy Karl Lettow had been aircraft constructors at the Heinkel-Werke. 25X1

2. Comment. For a list of the equipment of the new shipbuilding shop and the machine shop, see Annex. The machines and the equipment listed there were recently manufactured in East Germany. 25X1

3. Comment. The discontinuation of the construction of the type-IV merchant ship was previously reported. 25X1 25X1

4. Comment. Available documents indicate that the construction of four type-IV merchant ships was scheduled for 1953. It is possible, however, that the original building program was dropped because the shipyard was overloaded with Soviet orders for repair of ships as it presumably will be in 1953. 25X1 25X1

5. Comment. For details on ships under repair, see previous report

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6. Comment. The shipyards in East Germany are supplied with sheet metal from the U.S.S.R. or East Germany as well as, to a considerable extent, from western European countries.

25X1

A. Machinery and other equipment of the new shipbuilding shop.

1 roller shears, cutting straight up to 16 mm and V-seam cutting.

2 Polysee-type acetylene cutting machines.

1 lever shears, cutting up to 25 mm.

1 500-ton shipbuilding press, supplied by VVB Abus Wildau.

1 oil-fired annealing furnace for ship frames, 18 meters long and fitted with swage block supports.

1 universal punching, edging and cutting machine.

3 drilling machines for holes up to 25 mm in diameter.

2 10-ton traveling cranes in shop bay A.

3 10-ton traveling cranes one each in shop bays B, C, D.

3 Demag-type hoists each in shop bays A, B, C, D.

1 large sheet straightening roller in front of the new shipbuilding shop.

1 small sheet straightening roller in front of the new shipbuilding shop.

B. Equipment of the machine shop:

8 long planing machines.

1 Halldrich-type lathe.

4 engine lathes.

4 large boring- and -turning mills.

3 turret lathes.